

*Rev Geo. Moore Oakland*

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## THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers ONE DOLLAR a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same.

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*For the Sailors' Magazine.*

## THE COMMERCE OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

### I.—THE EARLY GROWTH OF COMMERCE.

Commerce is the interchange of productions and goods between individuals and communities. It is coëval with society and coëxtensive with its wants and its abilities. Division of labor, supply and demand, surplus and need, are its constant and essential factors. The land and the sea, rivers and oceans, are its highways. Cities are its creatures or its agents whom it enriches and strengthens and beautifies. Peace and order and law are essential to its largest growth and most enduring successes. Unlike the advance of stern armies which make their way to power over the ruins of weaker nations by carnage and death, it progresses quietly, and often unnoticed, building up instead of destroying, and leaving in its track wealth, thrift and happiness. It crosses vast plains and lofty mountains; it floats down

the broad and swelling river; it ventures out upon the sea; it creeps along from promontory to promontory, and from island to island, it uses the stars and the sun when it loses sight of the shore; it lays down its rude chart, which it improves by successive voyages and experiments; it presses science and art into its service, and making them tributary to its behests, repays them with its gathered wealth; it discovers and settles continents and islands, and binds in one common interest and brotherhood the people of every nation.

It would be strange, then, if the Holy Bible, while instructing us chiefly in the duties we owe to God, should not in its histories of our race, contain many hints of the origin and progress of commerce, and point out its connection with the rise and growth of the church,



and the service it has rendered and is yet to perform in its enlargement, glory and final successes. Even in the brief record which is given of society before the flood, several facts are stated which indicate to us the necessities out of which antediluvian commerce must have originated.

The first of these facts is the building of a city very early in the history of our race. In *Genesis iv: 17*, we read of Cain "that he builded a city and called the name of the city after his son, *Enoch*." This first center of social life and organization may have been but a collection of low cottages built of reeds or twigs, and plastered with mud like the cabins of the Irish peasants, and surrounded by a wall for a defense against wild animals, yet the very existence of a community, thus circumstanced, argues the necessity of some kind of trade by which the wants of this population should be supplied.

The builders of those houses and walls had need of food and other necessities of life which the outlying inhabitants must have brought to them, and so the first ebb and flow of commerce began. And this division of labor which forms another essential of civilization and trade is clearly set forth in the succeeding history of the family of Cain. First came the Nomads with their tents and cattle, and then the musician with his harp and pipes, and out of the same household sprang Tubal-Cain, (perhaps the Vulcan of the Classics) working in brass and iron. Here are the germs of both the useful and the fine arts, and the natural falling of society into great and separate branches of industry which must have soon been followed by a growing commerce, keeping steady pace with the progress of

population and civilization. Nor can we in this brief history of the world before the flood, avoid the conclusion that already the waters had come to be used as one of the highways of commerce.

The command which came to Noah to build an Ark of dimensions which are extraordinary even in these modern times, and of proportions which cannot be improved upon, found the family of the Patriarch with sufficient skill and appliances to carry out the divine mandate. Nor were these early arts lost by the flood. For among the earliest movements of the population of the New World was the building of a city and a tower. And then when the ambitious designs of the men engaged in that work were defeated, we soon hear of the people scattering over the earth, building new cities and forming new settlements, thus opening the way for the ever increasing march of commerce around the world. Nor is it long before we meet with evidences of the existence of international trade even among those Nomads who dwelling in tents and moving with their cattle from place to place, would possibly be least dependent upon and associated with other communities. For we read in *Genesis xiii: 2*, that "Abraham was very rich in cattle and silver and gold," and in *Genesis xxiv: 22, 53*, we find his servant whom he had sent to Chaldea for a wife to his son, bringing out "golden earrings and bracelets, and jewels of silver and gold, and raiment and precious things." So also when the Patriarch desired to obtain a burying place at Mamre, "he weighed out four hundred shekels of silver, current money with the merchant." *Genesis xxiii: 16*.

Thus early in the history of the

world after the flood do we meet with these traces and indications of commerce, which serve to show that it already had its laws and its customs, and the agencies and appliances with which to carry on its operations.

If we turn from the history of Abraham to that of Job, who is supposed to have lived near his own time, we find some very manifest allusions to commercial life, which not only show his familiarity with it, but which give a very important hint as to the extent to which commerce had already influenced the world. In the twenty-eighth of Job we discover ample evidence of the growth of the arts, "Surely there is a vein for the silver, and a place for gold where they fine it. Iron is taken out of the earth, and brass is molten out of the stone." In the fifteenth verse and onward, in answer to a question as to wisdom, Job says, "It cannot be gotten for gold, neither shall silver be weighed for the price thereof. It cannot be valued with the gold of Ophir, with the precious onyx, or the sapphire. The gold and the crystal cannot equal it, and the exchange of it shall not be for jewels of fine gold. No mention shall be made of coral, or of pearls, for the price of wisdom is above rubies. The topaz of Ethiopia shall not equal it, neither shall it be valued with pure gold." No one can fail to see in these words not only an allusion to ordinary traffic, but to an enlarged and extended commerce between distant nations, whose precious articles of exportation or modes of exchange are still familiar to the merchant and artisan, and are as much now as then, the objects of barter and sale, or the exponents of commercial value. We meet with still further indica-

tions of the existence of commerce in the history of Jacob and his family, who, during their sojourn in Shechem, bought a parcel of ground for a hundred pieces of money (*Genesis xxxiii: 19*), and who were invited by Hamor, the prince of Shechem, to dwell and trade in the land (*Genesis xxxiv. 10*).

In the history of Joseph the evidences of a vast international commerce meet us in almost every step of his wonderful career. Here we have the first important hint concerning some of the early tracks of trade, and of its materials and agents. At Dothan, where Joseph's brethren conspired against him, first to kill him and afterwards to sell him as a slave, there passed a company of Midianites on their way to Egypt, bearing spices, balm and myrrh, the products of their own country, which they were evidently carrying in a caravan, as exports, and for which they doubtless received in exchange the gold or the merchandise which they needed at home. The sale of Joseph as a slave also showed that thus early in the history of the world the traffic in human flesh and blood had commenced. Already commerce had marked out for itself across the hills and plains of the East great tracks of travel, familiar to all, and traversed by enterprising merchants who employed the camel as the means of this inland and international communication. Thus this ship of the desert was used before the ships of the sea as the servant and instrument of commerce. And from these brief hints of Scripture it is evident that between Chaldaea and Egypt, by the way of Syria and Palestine, were vast and well trod thoroughfares over which the surplus wealth of the world



was continually passing. Along these highways caravansaries and cities were scattered,—the one for the accommodation of the traveler, the other as natural centers of trade for collection and distribution. Over this route Abraham passed when called to leave his country and home and inherit a land in which he was a stranger. Along this path he went when going down into Egypt during a time of famine. Over this beaten and broad road Jacob walked when fleeing eastward into Mesopotamia from the wrath of his brother, and by it he again led his flocks and herds and household when returning to Canaan.

These early notices of commercial life and activity become clearer and broader as the history of Joseph in Egypt is reached and completed. Here we have presented to us a distinct and well developed trade policy and a full outline of the intercourse of Egypt with other outlying nations. The ordinary exchanges of commerce were greatly enlarged by the corn policy carried out under Joseph during the seven years' famine. In all their cities were vast store-houses which during all the years of plenty had been filled with the surplus of their crops. With the pressure of want which followed, not only in Egypt but elsewhere, all countries became purchasers in her markets, and their luxuries and wealth flowed into her treasury. A hint of this is given in *Genesis xlii: 11, 12*, in the account of the second journey of Jacob's sons for the purchase of corn. The aged Patriarch under the increasing pressure of the famine, said to his sons, "Take of the best fruits of the land in your vessels, and carry down the man a present, a little balm, and a little

honey, spices and myrrh, nuts and almonds, and take double money in your hand, and the money that was brought again in the mouth of your sacks, carry it again in your hand." Here is the recognition of the simple elements of commerce, an exchange of such commodities as one land produces for those which are needed from other countries, supplemented with money as the general medium of traffic, when the commodities themselves are not sufficient for an equivalent in value.

In this same history, also, we find a hint of the arrangements which were already common for the transfer of goods from one country to another. When Joseph proposed to bring his father down into Egypt he sent him up wagons which could only have made that long journey on the condition of convenient roads along which they were to travel. These early notices of the commercial life of the eastern world, going back as they do beyond the dawn of any authentic profane history, are of great importance as illustrations of the growth and increase of the nations which have since then flourished and waned, and as showing the part which commerce performs in the upbuilding and strengthening of national power and influence. Even the ruins of Egypt which are now scattered along her wonderful river, the temples, palaces and cities which have sunk into their graves, are indications of a degree of culture, genius and art which is the result of commercial activity and of the wealth, population and refinement which naturally flow towards the great centers of business energy and life. And the same may be said of Baalbec, Palmyra, Nineveh, Babylon and other cities which modern research is

exhumed from their graves, and which were in their day the seats and centers of a commerce which out of small beginnings stretched itself over the world.

The Bible while it gives only in condensed form the history of the thousand years which followed the Flood, yet affords us hints which enable us to judge of the rapid advances made by the population which until the building of Babel was united in one nationality, but was afterward scattered over the face of the earth. From this center of social and political life which in less than three hundred years had become a populous and busy hive, the people who had hitherto been of one speech and language were sent forth by the confusion of tongues, to build up over the great continents of Asia, Europe, and Africa, separate and

rival nationalities, among which commerce was to act as the mighty agency that was to promote order and thrift, industry and prosperity, through the interchange of their various products, and in accordance with the great laws of supply and demand.

It is our purpose to take these Scriptural notices, and by the light which history and modern research throws upon them to trace the progress and appliances of commerce as it is identified with the interests of society, and above all with the advance, enlargement and glory of the Church of God. The subject is one which will amply repay investigation as a mere historical study, while it may serve to give a fresh interest to the reading of that blessed volume whereby we are made wise unto eternal life.

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*From The Edgartown, Mass., Gazette.*

## COMMODORE JOHN DOWNES, U. S. NAVY.

### RECOLLECTIONS OF AN OCTOGENARIAN.\*

*Concluded from Sailors' Magazine for July, 1880, p. 203.*

In March, 1821, the *Macedonian* was to sail for the United States, and as I was ready to return home, Captain Downes gave me a cordial invitation to take passage with him. Thanking him for his kind offer, I stated that, with his leave, I would avail myself of it, commencing at Rio de Janeiro; as I wished to cross the Andes and those immense plains, the *Pampas*, between Mendoza and Buenos Ayres. "You had better get on board here," he said, "I shall be away from Rio before you can get

there." I proposed that we should have a race; he to go around, and I to go across. I had to wait a week at Mendoza, some ugly fellows having temporary possession of the road; and at Buenos Ayres a fortnight passed before a vessel sailed for Rio de Janeiro, and I began to fear that I might be too late. But the ship was there, having been in port two or three days. I arrived on the 5th of May, a bright and beautiful day. We did not then know that on that day, Napoleon, amid storm and tempest,

\* HENRY HILL, Esq., the well known Treasurer of the American Board of Commissioners for Foreign Missions, from 1822 to 1854, and now a resident of Braintree, Mass.



died at St. Helena, not many hundred miles away.

A week at Rio de Janeiro gave us an opportunity to see most that was interesting in the city and vicinity, and we took our leave of that charming and capacious harbor. We often paced the deck together; and one day, stopping short, he called out angrily to a sailor, "Come here, you sir." The man approached respectfully, taking off his hat,—and the first I knew, down he came on deck, like a log. Picking himself up, he was dismissed with some threatening words. We resumed our walk, and took a few turns in silence. Then, looking at his hand, as if it pained him, he said, "I had no idea that I gave that fellow such a blow. I did it with the flat of my hand. Did you see what he did?" "No," I said.—"Why, he took that dog by the ears, and pitched him into the lee scuppers. If his head had struck that gun, it might have killed him. A man can take care of himself, but I cannot bear to see a brute abused." He had two pets, a beautiful spitz, and a pretty Portuguese parrot. And the dog and bird were great friends.

We reached Boston June 19th, 1821, after a pleasant passage of thirty-seven days. Capt. Downes was married in October of that year, at Upper Red Hook, N. Y., to Miss Maria Gertrude Hoffman. He had purchased a beautiful situation in Brighton, Mass., where he resided six years. Being ordered to the Mediterranean, he removed his family to Chestnut street, Boston. He sailed from Annapolis in February, 1828, in command of the *Delaware* 74, taking with him Charles Bonaparte and family, who were landed at Leghorn. Leaving the 74, he took

command of the frigate *Java*, and visited quite a number of ports. He was at Scio, after the Turks had made such terrible havoc there, and writes of the fightings between the Russians and Greeks, and the Ottomans. He made an excursion to Rome and Florence, and would have traveled a while in France, but for serious disturbances with French sailors in Toulon. He had a set of Scott's Bible; and he and his family, and my family, commenced at the same time, and read a chapter every day, in course. This little concert brought our thoughts together day by day, and he wrote, "Since the first day of January, I have continued to read daily one chapter, with the Notes and Practical Observations; and with God's permission, I shall continue to do so to the end of the book. No one can read the Bible without feeling that he is the better for it. You wish me to be spiritually-minded. I have the wish, and the physical power, but not the moral power to the extent that I desire. This is a subject upon which I can feel but not reason." His term of service in the Mediterranean having expired he sailed for Boston, arriving there January 15th, 1830.

In May, 1831, he was appointed, as Commodore, to the command of the frigate *Potomac*, and of our naval forces in the Pacific. He was first to proceed to England with Mr. VAN BUREN, our Minister, and his suite. With this view, the frigate came from Washington to New York, in July. But, just then, news came of the seizure of the ship *Friendship*, off Salem, and of a wanton outrage on the lives and property of certain American citizens, at Quallah Battoo, on the island of Sumatra, February 7th. Fresh instructions



were then given. The visit to England was abandoned, and the *Potomac* sailed from New York August 24th, and arrived at Quallah Battoo February 5th, 1832. Of the transactions there, the Commodore gave a very full account to the Secretary of the Navy, and he adds, "I felt the full weight of my responsibility, and even a painful anxiety to merit the approbation and meet the reasonable expectations of my country. The task was neither light, nor easy of execution. All the intercourse I had with the natives, while lying at Soosoo, confirmed me in the correctness of the course adopted; and also, that the chastisement inflicted on Quallah Battoo, though severe, was unavoidable and just; and that it will be the means of giving security to our commerce, if not permanent, at least for a long time to come." Leaving Sumatra, the *Potomac* passed the Strait of Sunda, and on the way from Batavia to Macao, Mr. OLIVER, the Commodore's private secretary, died, May 2nd. In this connection, it may be stated that in October the Commodore sent to me from Valparaiso \$238 76, the avails of books, &c., to be paid to Mr. Oliver's sister; and he wrote,—"Feeling well assured that any measure, having charity for its object, would receive your cheerful aid, I have taken the liberty to send you \$2,211, a donation from the officers and crew of the *Potomac*, for the education and, as far as may be absolutely necessary, for the support of the smaller children of Mr. Oliver. I have to request that you and Mr. CORDIS will make such disposition of it as in your judgment will most contribute to the good of the children it is intended to aid." I wrote to him March 8th, 1833, that I had

paid Miss Oliver, and added,— "You judged rightly in regard to my willingness to aid, so far as may be in my power, in carrying into effect the praiseworthy efforts of yourself and your officers and crew, for the benefit of Mr. Oliver's family, and the gratification thus afforded me is much increased, because what I may do in the matter is in accordance with your wishes, and in connection with your benevolent designs. I have conversed very fully with THOMAS CORDIS, HENRY K. OLIVER of Salem,—the uncle and guardian of the children,—with MOSES GRANT, and other judicious friends. Miss Oliver has charge of the children, and the investment and interest will allow of an annual appropriation of \$300, for eight or nine years; when the youngest child will be eleven or twelve years old. We all regard this liberal provision from the *Potomac* as a special interposition of Providence, without which we cannot see how the children could be provided for; because, although various relatives and friends are willing to do much, they would not feel able to do all that seems necessary. There is something novel and exceedingly gratifying in this generous contribution on board of a single ship. It seems as if it had been skimmed from the ocean, and it comes down upon these orphan children like a rich blessing from the skies, to save them from want, to contribute to their support, and to aid very materially in fitting them for usefulness in the world." To this the Commodore replied as follows: "Callao, November 4th, 1833. Your more than friendly letter of March 2nd, acknowledging the receipt of the money sent home from this ship for the small children of the late Mr. Oliver, and describ-

ing the disposition made of it, was in the highest degree satisfactory to the donors. When I had your communication read to the ship's company, the effect was surprising; and if I had stated to them that the poor little children required another donation of the same amount, I believe it would most cheerfully have been made." Several years later, an article appeared in the *Boston Journal*, headed, "An Orphan's Fund," written, I presume, by our old and valued friend, Captain JOHN S. SLEEPER. It was as follows:—"When the frigate *Potomac* left the United States, under the command of Commodore Downes, on a voyage of circumnavigation, in 1831, a well known and esteemed citizen of Boston, Mr. N. K. G. Oliver, was induced by ill health to embark in the frigate, filling the office of Secretary to the Commodore. His health, however, continued to decline, and he died in the East Indies. By his amiable character and pleasing manners he gained the esteem and favor of the officers and crew; and on its being stated by the Commodore that Mr. Oliver had left a young family in straitened circumstances, a subscription was got up, and the amount subscribed for their relief by the generous-hearted tars was \$2,211! This amount was remitted by Commodore Downes to a friend in this city, to be expended by him as his judgment might dictate, for the education and towards the support of the younger children of Mr. Oliver. The money was duly received, and the trust was accepted, and faithfully executed, as will be seen by the following extract of a letter which is now before us, dated November 5th, 1840, addressed to Commodore John Downes, which ex-

tract it is deemed desirable to publish, that the generous contributors to the fund may know that the money was judiciously applied to the purpose for which it was intended; the whole amount expended, both principal and interest, being \$2,718.30." The extract reads thus, "Payments have been made quarterly, during a period of nearly eight years; the last having been made this day; and it is gratifying to know that the desirable object for which the generous gift of the officers and crew of the *Potomac* was bestowed, has been fully realized. It is pleasant also to me, to find that no part of the investment has been diminished by any loss, and that every dollar which remained unexpended has been gaining interest every day. I ought to add, as I previously stated to you, that the whole amount has been appropriated in accordance with the judgment and wishes of Mr. Cordis. I have already exhibited to you the vouchers for the payment of a part of the amount; and I now submit for your inspection, the vouchers for the balance, with the book containing the accounts."

After Mr. Oliver's decease, the *Potomac* visited Macao, Lintin, and various places in the China Sea, and was at Honolulu in July and August. The Commodore writes,—"I remained at Oahu twenty-four days, and attended church every Sabbath. It was highly gratifying to see an attentive and orderly congregation of about three thousand persons, composed of those who a few years since worshipped idols. I was much pleased with the ladies and gentlemen of the mission; and the intercourse between them and the officers of my ship was most friendly." He was at Tahiti in Septem-



ber, and wrote from Valparaiso in October, that since leaving home, he had been at sea 302 days, and had sailed upwards of 37,000 miles. He was for some months afterwards on the coasts of Chili and Peru, and in August wrote thus from Callao,—“I cannot but feel that this ship and her crew have experienced the peculiar care of a kind and overruling Providence. When I look back to the dangerous seas we have traversed, the coasts lined with coral reefs and other hidden dangers, the ports we have been in,—two of them, Bantam and Batavia, among the most sickly,—that we have circumnavigated the globe, and have been in every clime from 41° North latitude to 42° South, that we have crossed the equator five times, experiencing every vicissitude of weather and wind, from cold to heat, and from calms to heavy gales,—and yet, that with all these exposures the ship has not suffered the slightest injury, and not a man has been lost or seriously injured,—and that we have had upwards of seventy cases of small-pox, and not one fatal; I say, when I reflect on all this, and that my dear son was restored from a pestilential and deadly fever, my heart overflows with gratitude to God for his great goodness and mercy.”

The *Potomac* sailed from Valparaiso in February, 1834, and arrived in Boston, May 23rd; and quite a large volume was published, giving the particulars of her cruise.

Commodore Downes had charge of the Navy Yard at Charlestown, from 1836 to 1842, and again from 1848 to 1851. He then purchased a house in Mount Vernon street, Charlestown, where he resided un-

til his decease, August 11th, 1854. A few days previous to this event, I called at his residence, and meeting Bishop EASTBURN in the parlor, we went up into the chamber together. Sitting down by the bedside, and taking the hand of our friend, the Bishop said, “Commodore, I must speak to you, just as I would to any other poor sinner; we are all poor sinners, and our only hope is in and through our Lord and Savior Jesus Christ.” Various other faithful and affectionate words were added; two or three verses of hymns were repeated, such as “Rock of ages,” and “There is a fountain,” and the Bishop kneeled at the bedside and offered a fervent and appropriate prayer. One could hardly fail to be drawn to the good Bishop by his friendly and fitting words; and it was a privilege to be, as it seemed, “quite on the verge of heaven.” In this parting scene, there was an alleviation in the reflection, that in the thirty-five years of a somewhat close and intimate friendship, no unpleasant word had ever passed between us, and that my solicitude for his spiritual welfare, had led to more of prayer and effort on my part for him, than for any other man. Mrs. Downes died February 22nd, 1877; a most amiable and excellent lady. More than once has the Commodore said,—“What a mercy that I have such a wife. When I flare up, if she were to speak, we might have a breeze. but she waits a moment,—and the storm is over.” Neither of their four sons is now living. Two of them were named for me; a weakness, which perhaps I ought not to expose. A daughter and several grandchildren survive.

*From a Sketch in The London, Eng., News.*

### PROFESSOR NORDENSKJOLD.

The Swedish navigator, about whom all the world is talking so pleasantly, is just forty-eight years old. His father was a well-known naturalist employed in a post of responsibility in the mines of Finland. His mother, in many respects a remarkable woman, bore the respectable name of Hartmann. He was the third of their seven children. He comes of a good stock, the founder of the family, a certain Lieutenant Nordberg, or Nordenberg, having won distinction in the beginning of the seventeenth century. His grandson changed the name to Nordenskjöld, which signifies in honest Swedish, "Buckler of the North." To those who believe in the principle of heredity it may be interesting to learn that all the relatives of the Professor have been men of mark. Augustus Nordenskjöld, nephew of the peace-seeker, not content with having won reputation as a scientific chemist of great merit, associated himself with the celebrated Bernard Wadström in his labors for the abolition of slavery, and died of wounds received from men of color while trying to form a colony of free negroes at Sierra Leone. The son of this good chemist, and brave though unsuccessful liberator, was Nils-Gustavus, a mineralogist of note, and father of the famous explorer of the northern seas, now before the public, Adolphus-Eric Nordenskjöld, who was born on the 18th of November, 1832.

The navigator was educated as a child by his mother, who took great pains with him, and afterward at Borgo, in an establishment which joined the advantages of a school and a university. The pu-

pils were allowed, however, more than enough liberty, and he did little good there, as he himself very frankly admits in a candid autobiography which has been published. His parents seem to have been neither surprised nor vexed at the unsatisfactory reports of the college authorities of Borgo, but took the rather unusual course of giving both to him and a brother, who was his fellow-student, unrestricted liberty of action. The two lads, thus left to their own devices, paid five roubles a month for their modest board and lodging, pursuing such studies as pleased them, and the experiment was in every respect a happy one. Their self-respect was aroused, Adolphus-Eric devoted serious attention to his books, and the dons of the University had soon reason to form a better opinion of him.

He quitted the University of Borgo abruptly, for the singular reason that two of the students had been flogged—a proceeding which he seems to have thought derogatory to his dignity as one of their body; and in 1849 matriculated at Helsingfors, where he worked incessantly at natural history in its highest branches. During the vacations he accompanied his father, who was Chief of the Department of Mines in Finland, on some of his mineralogical excursions, and became himself a collector of minerals. In 1853 he completed his university career with signal credit, being placed first in all the examinations, and immediately afterward he accompanied his father on a scientific journey to the Oural, where they inspected the copper mines of the Demidoffs at Tagilish.



On returning home he continued to prosecute his studies with commendable diligence, and wrote some works on mineralogy which are still regarded as valuable. He was also appointed Director of the Faculty of Mathematics and Physics, but he did not long enjoy the emoluments of those posts, being cashiered before six months were out for some political talk at a tavern dinner. The youthful Professor declares that he was not really in fault on this occasion, but with infinite good humor observes that he and his friends had so often mixed themselves up with the shady sides of politics on previous occasions that he cannot blame the Government for receiving their explanations with considerable reserve. Indeed, the affair, which happened in 1855, wears rather a comical aspect at this distance. The Professor and his friends got merry, and took to toasts and mimics. They were betrayed by a Finnish fiddler, who had helped to enliven their entertainment, and whose righteous soul was vexed, or perhaps frightened, at their manner of amusing themselves. The Professor remarks with great truth, that if they had only hired a Russian musician, which they might easily have done, the party would have got off scot free, for he would not have been able to understand a word of their discourse. Deprived of place and pay as he was by this stroke of ill-luck, young Nordenskjöld lost nothing of his energy and courage. He procured such money as he wanted, and set out for Berlin, passing through St. Petersburg quite unmolested, so that his recent escapade could not have been considered a grave one.

Nordenskjöld, after profiting to the utmost by his stay in Berlin,

returned to Finland in the summer of 1856, and all memory of his opposition to the Government had so completely disappeared that he was offered his choice between the chair of mineralogy and geology or an appointment to proceed on a voyage of exploration with a handsome allowance for his expenses. He chose the latter, but while he was hesitating, the philologist Almgren was nominated in his stead. A promise was, however, made to him that he should be selected for a similar expedition in a few months. The plan which he then proposed to himself was to make a geological excursion into Siberia, and especially to push on to Kamschatka; but he was obliged to abandon this project, the terms of the mission which he actually obtained not coinciding with this idea. Before starting he obtained his degree of Master of Arts and Doctor from his Alma Mater, and then again got into trouble with his old enemy the Governor-General, Count de Berg, who had lent so ready an ear to the report of his tavern speech. This time, although he had the University authorities on his side, and was really guiltless of offence, M. de Berg was for having him tried for high treason, and he was advised by a prudent friend in his Excellency's counsels to fly the country, or evil would happen to him. Indeed, the Professor was subsequently deprived of his civil rights by an order from the Government of St. Petersburg. Nevertheless, in the autumn of 1858, M. Nordenskjöld was allowed to return to Finland without molestation; and having in the interval joined the expedition of Torell to Spitzbergen, he was offered the post of State Mineralogist at Stockholm, in succession to Mosander. The persecution

against him, however, set on foot by de Berg, was still smouldering, though it had given out no active spark, and difficulties immediately arose about his passport. When he finally obtained it, also, it was accompanied by an emphatic warning from the Governor to return no more; and the Russian Minister at Stockholm received orders never to affix a visa to his passport should he contemplate doing so. The order remained in force till 1862, when de Berg was deprived of his Governor-Generalship, and from that date the Professor has been able to visit his native land as often as he has felt any desire to do so. Indeed, in 1867 he married Countess Anna Mannerheim, a Finnish lady of high rank, and then a strange thing happened, showing how sullen and persistent is official tyranny, forgetting and forgiving nothing.

Being desirous of establishing himself at Helsingfors after his marriage, the Professor became a candidate for the chair of mineralogy and geology, receiving the unanimous support of the academic council in his application for this appointment. M. Daschkof, Russian Minister at Stockholm, then sent for him and told him he should be at once nominated if he would renounce all interference in Finnish politics. Dr. Nordenskjöld refused to give any promise to that effect; and the diplomatist then appealed to his newly married wife. "Monsieur," said she in French, "Mon mari est très décidé." There ended the negotiation, and he was not named. It is hardly surprising that Professor Nordenskjöld should have subsequently obtained letters of naturalization as a Swedish subject. He sat and voted in the Chamber of Nobles during the last

two Assemblies of the Swedish States, and from 1869 to 1871 was Liberal member for Stockholm. What has happened to him since then is a part of the grand history of Arctic navigation.

Prof. Nordenskjöld sums up the results of his Arctic discoveries in their commercial aspect as follows: He is of opinion that the north-east passage from the Atlantic to the Pacific may be made (probably) every year, and that it will certainly be often repeated. At the same time, he acknowledges that trade between the two oceans can only indirectly benefit by his discoveries. He believes that he has effectually demonstrated that a properly organized trade communication between Europe and Yenesai is practicable, and that such commerce can be conducted in such a manner that underwriters will as willingly take risks on vessels engaged in it as they now insure against the perils of the China sea. Farther than this, he holds that experienced navigators need fear no serious obstacles in the way of passing yearly, from the Pacific, on one side, and the Atlantic, on the other, to the mouths of the Lena. He deems Siberia, with its vast extent of territory, its immense rivers, the richness of its soil, and its other natural resources, to be comparable to the same conditions in North America 150 years ago, and thinks that the future development of this rich tract of Asia may yet equal that attained, in the past, by the United States.

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'TIS WEARY WATCHING wave by wave,  
And yet the tide heaves onward;  
We climb like corals, grave by grave,  
But pave a path that's sunward.  
We're beaten back in many a fray,  
But newer strength we borrow,  
And where the vanguard camps to-day,  
The rear shall rest to-morrow.



## THE TWO VOYAGES.

Many travelers become impressed with the idea that they owe a duty to society to narrate their adventures and their experience in scenes which others may subsequently traverse; and I desire not to be behind such philanthropists in the performance of the task. I have twice been "down to the sea in ships;" and though before steam paddled through the waves, yet the very different terminations of my voyages may afford a few hints to future passengers in their choice of ships and captains. Unfortunately, I am not sufficiently initiated into the technicalities of navigation to describe, as a sailor would, the management of a ship; but to the best of a landsman's ability, I venture to narrate what occurred.

I was returning from the West to my home in Britain. The ship had been pronounced "seaworthy," my fellow-passengers were agreeable, and the "homeward bound" were able to smile even at seasickness—after it was over, of course.

It was not until that time arrived, and I was able to walk the deck with something of the nautical roll necessary to preserve the dignity of the perpendicular, that I particularly observed our captain; and what I observed did not prepossess me in his favor. His conceit and self-sufficiency exceeded anything describable. It was *his* ship, *his* voyage, *his* skill, *his* weather, and, judging from his conversation, he might have received charge over sky and ocean with his bills of lading. "I know these seas so well," said he, "and carry sail in storms that many dare not face. I'm not born to be drowned."

"Do you judge so because it has not happened yet?" I asked.

"You forget that the wisest of us knows not what shall be on the morrow."

"I can give a pretty good guess, however," he replied, "and I've never been mistaken yet. We weathered a storm last voyage that made the stoutest heart among my crew tremble, and none of them expected to see the morning. Ay, that was worth calling a storm. We tossed like a cockleshell on the grandest waves I ever saw, and they seemed resolved to dash us to pieces; yet here we are, every man of us! It must blow a gale such as I've never heard that hinders me from making port."

"I have heard," persisted I, "that dangers are not limited to storms. There are hidden rocks!"

"Not when a man knows what he is about, which I think I do," returned he.

"It would not astonish me if you struck on a rock that is down in your chart," thought I, "to say nothing of any undiscovered. 'Pride goeth before destruction' at sea as well as on shore."

At length the faint outlines of some headlands of our native coast were enthusiastically hailed, and thoughts of home and friendly greetings began to emerge from the mists of apprehension, though the wind was increasing, and the sea looked angry.

"Shall you anchor off the point, captain?" asked a passenger.

"I mean to be in dock with the morning tide," was the captain's brief reply.

"I thought you would telegraph for a pilot," returned the passenger.

"I am my own pilot, sir," and the captain whistled contemptuously.

"He's in one of his daring humors, and I'll bet anything you like that he takes the narrow channel," quietly remarked a sailor as he passed us.

"Is it dangerous?"

"Very, in a gale, and there's one coming," replied the man; "but if any man can do it, it's our captain—only he might boast once too often."

Evening came, and the gale was becoming what the sailors called "pretty stiff," when the mate touched my arm.

"We are going in by the narrow channel, sir," said he, "and we may be dashed to pieces on the sand-bank. It is foolhardy. Cannot you passengers induce him to take the safer course?"

I felt alarmed, and hastily communicated with two or three gentlemen, and proceeding together to the captain, we respectfully urged our wishes, and promised to represent any delay caused by the alteration of his course as a condescension to our apprehensions.

But, as I anticipated, he was immovable. "We shall be in dock to-morrow morning, gentlemen," said he. "There is no danger whatever. Go to sleep as usual, and I'll engage to awake you with a land salute." Then he laughed at our cowardice, took offense at our presumption, and finally swore that he would do as he chose; that his life was as valuable as ours, and he would not be dictated to by a set of landmen.

We retired, but not to rest, and in half an hour the mate again approached, saying, "We are in for it now; and if the gale increases, we shall have work to do that we did not expect."

Night advanced, cold and cheerless. The few who were apprehensive of danger remained on

deck, holding on by the ropes to keep themselves from being washed overboard. The captain came up, equipped for night duty; and his hoarse shout in the issue of commands was with difficulty heard in the wild confusion of the elements; but he stood calm and self-possessed, sometimes sneering at our folly, and apparently enjoying himself extremely. But presently there arose a cry of "Breakers a-head!" The captain flew to the wheel—the sails were struck; but the winds had the mastery now, and the captain found a will that could defy his own.

"Boats, make ready!" was the next hurried cry; but, as too often occurs in the moment of danger, the ropes and chains were so entangled, that some delay followed the attempt to lower them, and in the meantime we were hurrying on to destruction. The passengers from below came rushing on deck in terror, amidst crashing masts and entangled rigging; and then came the thrilling shock, which gave warning that we had touched the bank; and the next was the fatal plunge that struck the fore-ship deep into the sand, and left us there at the wild waves' pleasure.

It is needless to dwell upon the terrors of that night. I was among the few who contrived to manage the only boat which survived. As I landed with the morning light, surrounded by the dead and fragments of the wreck borne up by the tide, I recognized the lifeless body of our wilful, self-confident captain.

He was like those who, on the voyage of life refuse counsel and despise instruction; who practically recognize no will but their own; who are wise in their own conceits, and satisfied with their own judg-



ment, and trust in their own hearts, and, if left to be filled with their own ways, must finally make frightful shipwrecks just when they suppose themselves sure of port. And as this man was accompanied into eternity by those whose lives he had endangered and destroyed, so no man lives or dies unto himself, but bears with him the aggravated guilt of others' ruin through the influence of his evil example.

Two years afterwards I was at sea again. I joined the ship at Madeira; and while I admired her stately proportions, and rejoiced in her swelling sails, I cannot deny that it was with some anxiety I commenced my observations of the captain. He was apparently approaching middle age; and an expression of care and toil marked his countenance. He seemed to take no rest; but glass in hand and chart on deck, he watched by day and night. I found that he was not originally the appointed commander of the vessel; but, in consequence of the death of the late captain, had assumed the post of responsibility, and so far had ably discharged his duty. But I knew too well that open sea and fair weather afford no great proof of a navigator's skill; and as we neared home I began to feel anxious about the course he would pursue.

When the point was visible, I ventured to ask him: "Well, captain, do you mean to try the narrow channel?"

"Neither of them, sir," he replied. "I shall telegraph for a pilot, and anchor till he comes."

"Then you do not feel sufficiently acquainted with the coast, I presume?"

"I think it better to avoid the risk of failure. My charge is too

valuable for me to try experiments on the voyage home."

"You are a wise man," thought I, as I listened to the sound of the sailors' voices as they dropped the anchor; and I went thankfully to rest.

At daybreak I rose in time to see a boat run alongside our ship, from which the pilot sprang on deck. The captain welcomed him with a hearty greeting. "Thank God!" said he; "my work is done." And I observed that, after he had indulged in a sound sleep, the anxious expression cleared away from his brow.

In the meantime, under the pilot's guidance, the ship cleared every danger, and our progress was rapid. It was impossible to avoid contrasting the results of my two voyages; and suddenly pausing in our walk, as a cheer proclaimed the city in sight, I said,—

"Captain, forgive a stranger's freedom, but I feel encouraged to ask whether you have done with yourself as with your ship—whether you have committed all your hopes for the eternal world into the hands of the great Pilot?"

The captain's countenance beamed with pleasure as he replied; "I rejoice to tell you that, by God's grace, I have. For years I took my own course, sought happiness in my own way, and had no doubt of my ability to save my own soul. Circumstances interrupted my plans. Anxieties and apprehensions arose; and having, by God's blessing on his own Word, discovered my mistake in time, the relief, the joy with which I surrendered myself into the hands of the Lord Jesus Christ for guidance and salvation, was but faintly illustrated by my feelings when

I gave up my ship into the pilot's charge this morning. Now I have peace; Jesus has settled all my affairs for eternity, and marked out my course through time; and while

'He holds the helm, and guides the ship,'

I have no fear; for if storms arise, he is on board, and no shipwreck can ever happen to those who trust in him."

I need not add that, while we shook hands in congratulation on our safe arrival at home, our hearts beat in sympathizing acknowledgment of the grace that had made us citizens of a better country, and partakers of the same faith in Him who will conduct us safely thither.

### Submarine Topography.

The coast survey steamer *Blake*, Commander J. R. Bartlett, United States Navy, recently returned from a cruise taking soundings, serial temperatures, etc., in the course of the Gulf Stream, under instructions from C. P. Patterson, Superintendent of the Coast and Geodetic Survey, has brought some very interesting data in regard to the depths of the western portion of the Caribbean Sea. The depths and temperatures obtained last year in the "Windward Passage" between Cuba and St. Domingo were verified, and a few hauls of the dredge taken directly on the ridge in this passage. The data obtained render it very probable that a large portion of the supply for the Gulf Stream passes through this passage, and that the current extends in it to the depth of 800 fathoms. A few lines of soundings with serial temperatures were run from Jamaica to Honduras Bank via Pedro and Rosalind Banks, and it was found that the temperature of  $39\frac{1}{2}$  deg., obtained at depths be-

low 700 fathoms in the Gulf of Mexico and the Western Caribbean, could not enter through this portion of the sea. But the temperature at the depth of 800 fathoms on the ridge in the "Windward Passage," between Cuba and Hayti, was found to agree with the normal temperature of the Caribbean and Gulf of Mexico, viz.,  $39\frac{1}{2}$  deg. Soundings were taken between Hayti and Jamaica, developing a general depth between these islands not exceeding 800 fathoms, except where broken by a remarkably deep channel connecting the waters of the main Caribbean south of St. Domingo with those north of Jamaica. This channel runs close to Hayti with a greatest depth of 1,200 fathoms, and a general depth of 1,000 fathoms. Its course is northerly along the western end of Hayti, where it does not exceed a width of five or six miles; thence westerly, south of Navassa Island, with a tongue to the northward between Navassa and Formigas Bank, another to the westward between Formigas Bank and Jamaica. A line of soundings was run from St. Jago de Cuba to the east end of Jamaica, where a depth of 3,000 fathoms was found twenty-five miles south of Cuba. The deep place was found by subsequent soundings to be the eastern end of an immense deep valley extending from between Cuba and Jamaica to the westward, south to the Cayman Islands, well up into the bay of Honduras. The Cayman Islands and the Misteriosa Bank were found to be summits of mountains belonging to a submarine extension (exceedingly steep on its southern slope) of the range running along the southeastern side of Cuba. This deep valley is quite narrow at its eastern end,



but widens between the western end of Jamaica and Cape Cruz, where the soundings were 3,000 fathoms within fifteen miles of Cuba, and 2,800 fathoms within twenty-five miles of Jamaica. Near Grand Cayman the valley narrows again, but within twenty miles of this island a depth was found of 3,428 fathoms. The deep water was carried as far as a line between Misteriosa Bank and Swan Islands, with 3,010 fathoms within fifteen miles of the latter. On a line between Misteriosa Bank and Bonacca Island there was a general depth of 2,700 fathoms, and a depth of over 2,000 fathoms extended well into the Gulf of Honduras. Between Misteriosa Bank and Chinchorro Bank the soundings were regular at 2,500 fathoms. North of Misteriosa and Grand Cayman to the Isle of Pines and Cape St. Antonio the soundings were generally 2,500 fathoms. The serial temperatures agree, in relation to depth, with those obtained in the Gulf of Mexico by Lieutenant Commander Sigsbee, and in the eastern Caribbean by Commander Barrett; decreasing from the surface to  $39\frac{1}{2}$  deg. at 700 fathoms, or less, and constant at that temperature for all depths below 700 fathoms. At depths greater than 600 or 700 fathoms the bottom was always found to be calcareous ooze composed of pteropod shells with small particles of coral. These pteropod shells, as noted in previous expeditions by different nations, appear to be an important factor in the determination of the movements of great bodies of sea water. The ridge at the "Windward Passage" is bare coral rock, and on the south side the pteropod shells were found to be much more numerous than to the northward of the ridge.

Soundings and serial temperatures being the special objects of the cruise, dredgings were only incidentally attempted, for the purpose of reconnoitering, as it were, the ground, and it was found that the area passed over was not nearly so rich in animal life as that in which dredgings were made last year under the lee of the Windward Islands, at the eastward of the Caribbean Sea.

The development of the extraordinary submarine valley in the western Caribbean Sea is a matter of great interest, considered as a physical feature. This valley extends in length 700 statute miles from between Jamaica and Cuba nearly to the head of the Bay of Honduras, with an average breadth of eighty miles. It covers an area of over 85,000 square miles, having a depth nowhere less than 2,000 fathoms, at two or three points (the summits of submarine mountains), with a greatest depth twenty miles south of the Grand Cayman, of 3,428 fathoms, thus making the low island of Grand Cayman, scarcely twenty feet above the sea, the summit of a mountain 20,568 feet above the bottom of the submarine valley beside it—an altitude exceeding that of any mountain on the North-American Continent above the level of the sea, and giving an altitude to the highest summit of Blue Mountain, in Jamaica, above the bottom of the same valley, of nearly 29,000 feet, an altitude as great, probably, as that of the loftiest summit of the Himalayas above the level of the sea.

For the deepest portion of this great submarine valley, the Superintendent of the Coast and Geodetic Survey has adopted the name of "Bartlett Deep," certainly a most appropriate designation.

*New York Herald.*

## Rev. Dr. Damon in Europe—The Sailors' Cause at Hamburg, Germany, and Elsewhere.

We are certain that our readers will find the following letter from Rev. Dr. S. C. DAMON, now in Europe, of special interest. It is dated at Hamburg, June 22nd, 1880.

Agreeably to the invitation of the friends of seamen, in Hamburg, I left Berlin to visit this city, to be present at the "Inauguration of the British and American Sailors' Institute."—arriving on Saturday evening, June 19th. I was met at the Railroad Station by the Rev. Mr. EDWARDS, Pastor of the English Reformed Church. The ceremony of inauguration not taking place until Monday, I was permitted to enjoy the Sabbath in worshipping in the large German church of "St. Nicola," and also at the Reformed Church, where the Rev. E. W. MATTHEWS, Secretary of the British and Foreign Sailors' Society, preached a most excellent sermon, and where it fell to my lot to occupy the same pulpit in the evening. After these services, a most excellent meeting for seamen was held in the Institute, at which a goodly number were present. I was glad to learn that the Institute has been erected in the very best part of the city for the accommodation of seamen. Perhaps a brief statement relating to the history of the Institute-enterprise may be interesting, before I describe the inauguration exercises.

Efforts in behalf of seamen have been carried forward in Hamburg for many years. Indeed, they were commenced here soon after they were undertaken in England, sixty years ago. The present effort appears to be an outgrowth of the English Reformed Church, of which the Rev. Mr. Edwards is now pastor. During the last fifteen years, a most excellent and earnest laborer, Mr. E. W. HITCHENS, has been employed, and supported by the friends of seamen in Hamburg, with the united aid of the British and Foreign Sailors' Society, and the AMERICAN SEAMEN'S FRIEND SOCIETY. Such were the requirements of the port,

that just one year ago, the corner-stone of the Sailors' Institute was laid. This occurred on the 21st of June, 1879. It appears that an excellent site has been purchased, at a cost of about £2 000, or \$10 000, and a most suitable building erected, at a similar cost of \$10,000. In all, there has been an outlay of not far from \$20,000. The present new and commodious edifice is so admirably designed, that if, hereafter, funds should be procured, a "Home," or boarding-house for seamen, might be added. At present, however, there are excellent accommodations for good Reading-rooms, a room for captains, and an apartment for prayer-meetings. Besides this, the chaplain has accommodations for his family, and other apartments are rented. The whole establishment is admirably arranged and fitted up, not expensively, but substantially, and in admirable good taste. Most certainly, the "committee" deserve much credit for the good sense and judgment which are apparent in every part of the establishment. I can hardly see how any improvement could, under the circumstances, be made. All this good work having been done during the past year, it was deemed advisable by those interested in the undertaking, that there should be a formal opening of the "Institute." To accomplish this purpose, notices were sent to London and New York, and the Rev. Mr. MATTHEWS, Secretary of the British and Foreign Sailors' Society, appeared as the representative of that organization, and it fell to my lot to represent the AMERICAN SEAMEN'S FRIEND SOCIETY, of New York.

It affords me great satisfaction to report that the occasion was made one of deep interest. The ladies provided a most generous entertainment for about



One hundred and fifty invited guests. After the tables were removed, the audience assembled for celebrating the inauguration. The chairman, EDWARD CHAPLIN, Esq., opened the exercises with a brief and most pertinent speech.

The Right Hon. Lord GARVAGH honored the occasion by his presence, and made some appropriate remarks. His Lordship is a modest and most Christian young man, a graduate of Oxford, and has shown that he is interested in benevolent work, but especially in whatever relates to the temporal and spiritual welfare of sailors. I had already met him at the Sailors' Institute in London, where he presided over a Conference of Chaplains. It is exceedingly gratifying to learn that there are so many of the British aristocracy who are deeply interested in Christian work.

The Rev. Mr. Matthews, Secretary of the British and Foreign Sailors' Society, made a most interesting historical address, showing what had been done in former years in the seamen's cause in Hamburg, closing with a fervent appeal to the friends of the cause then present.

I then took occasion to speak words of hope and encouragement. I did not fail to speak of what the sailor had done for Hamburg, and of the importance of his labor in carrying forward the commerce of this thriving and rich city, whose princely merchants conduct a business of \$500,000,000!

I do not think I can be mistaken when I write that, at the present time, the cause of seamen in this city, is in a most prosperous and hopeful condition. Good men, of rare executive energy and ability, are managing the affairs of the Sailors' Institute, and seem fully determined to carry it forward to a successful consummation. Most grateful are they for any outside aid, and the annual appropriation by the AMERICAN SEAMEN'S FRIEND SOCIETY is highly prized. I really do not see how they could carry forward the enterprise without this aid,

and that given by the British and Foreign Society of London. If our own Society could grant a little additional help just now, as they are building and fitting up the Institute, it would be highly prized.

Some generous contributions have been pledged, and a good contribution was made at the late meeting, which must have amounted to £100, or \$500. A debt of about \$10 000, however, still remains, which, I trust, will be liquidated very soon. When this is accomplished, they will go forward and add a "Home" to the Institute. I am inclined to think that the visit of Rev. Mr. Matthews, and my own presence, as the representative of the AMERICAN SEAMEN'S FRIEND SOCIETY, was quite opportune.

I cannot refrain from adding that it afforded me great delight to witness the hearty cordiality of the pastors of the English Reformed Church, and the English Episcopal Church, in carrying forward this enterprise. They are joint Secretaries of the "Committee," and I feel quite sure this union of effort is most happy in its influence in building up this "International Institute and Undenominational Mission."

In thus passing from city to city it affords me great pleasure that I am able to advocate the Seaman's Cause, as I have done in Liverpool, Glasgow, London and Hamburg. Since arriving in Hamburg I have received a most cordial letter from Miss AGNES E. WESTON of Devonport, Eng., who is doing so much for British seamen. It is astonishing what a hold, a "grip," she has upon the seamen on board British ships of war in all parts of the world. I do firmly believe that God has a goodly number of "His people" among the sons of the ocean, and that all efforts put forth in their behalf are not in vain. During this visit to Europe I am daily gathering up a fund of information which I hope to take with me as I return to America, recross the continent and return to resume my life-work at Honolulu. Recent letters from

that part of the world assure me that the affairs of the Bethel are efficiently carried forward during my absence. Mr. DUNSCOMB writes me, under date of May 10th, to be sure and apply to the British and Foreign Bible Society for an additional grant of Russian Testaments. He says:—

"We are very much in want of Russian Testaments. There seems to be a prospect of many Russian men-of-war in the ocean, as their fleet is being increased in number. The Admiral's vessel was in port last month. I visited her with tracts, and a few Testaments which they gladly received, and when they found the Scriptures could be obtained in their language they flocked to the office to obtain them. At times, when they were at liberty, the room would be full. My stock of Testaments has got so low that I had to stow away the few remaining copies to keep them out of sight, to reserve for other vessels that may come along. But what an opening it seems to be to scatter light among those who have so long been bound in darkness! It would have done you good to see with what eagerness they would read as I pointed out such passages as *1 Timothy 1: 15*, and *John 3: 16*."

This extract reminds me of the glowing accounts which I heard in London at the meetings of the British and Foreign Bible and Tract Societies, of the distribution of Bibles and good books in the Russian Empire.

But I am writing quite too long already, not allowing myself any space to refer to my journey on the continent of Europe and what I find to encourage me as I mingle among Christians in that part of the world. I am quite aware that it behooves a tourist and traveler not to form too hasty conclusions about countries which he is only viewing as sojourns for a few days in their cities. But of one thing I cannot be mistaken. I have not witnessed the same amount of intemperance and drunkenness in Cognac, Berlin and Hamburg, that I did in Liverpool, Glasgow and London. I am endeavoring to investigate the causes of this striking contrast. Is it in the use of the light wines and German beer? Is it owing to the diversity in the national temperament of the two nations? Is it temperance upon the increase? To these and many other questions I am thoughtfully directing my attention, while I do not fail to observe facts relating to education, the observance of the Sabbath, and many other subjects, and while the condition and growing influence of the Jewish population, in wealth, learning and political importance, is among the marvels of this closing period of the nineteenth century.

S. C. D.

## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### Labrador Coast.

BONNE ESPERANCE HARBOR.

Since the issue of our last MAGAZINE we have letters from Rev. S. R. BUTLER, dated 21st May. He makes no reference to any purpose of closing his connection with the mission, in the coming fall, but his communication gives a graphic and interesting picture of life in the semi-frozen regions to which he and his faithful co-laborers have for years exiled themselves, in order that they may

preach the Gospel of Christ to those who but for them would live and die without it. Rev. Mr. Butler writes:—

"It is difficult sometimes to find material here for an *interesting* letter, but I try to keep you posted as to the progress of the work, and if nothing more as to the fact that we 'still live.' The past season has been one of the coldest I have known in Labrador. The temperature, by thermometer, is never cold as in the North-west of our own country, as we are so near the sea, but the cold is (or has been during the past season) very constant and prolonged.



st year at this time we could go in a  
at to our summer station long before  
s time; this year it will be June be-  
the icy barrier will yield.

"As to the state of things among the  
ople, it has been more encouraging  
an it was last season. Then we were  
troubled by a good deal of disorderly  
conduct, strife and general carelessness.  
his year the young people have been  
thoughtful, for the most part, quiet and  
orderly, and no rowdiness has been  
seen. The contrast is quite marked.  
The attendance at meetings has been  
good. Some seemed quite impressed,  
specially after the preaching of a Wes-  
tan missionary from Red Bay, some  
fifty miles distant. He came one Satur-  
day in February and spent the Sabbath  
with me. Several of the young people  
have, since that time, seemed to enter  
upon the Christian life, and I trust will  
eventually join the church.

"The school has been well attended,  
and in April a number of families mov-  
ed out on the ice to their summer quar-  
ters, leaving the settlement quite small.  
The school has been under the care of  
Miss WARRINER; this is her third winter  
here.

"The great sensation of the year was  
the arrival, in March, of our winter mail.  
This has come to be a fixed institution.  
Letters leave Quebec about January  
first, and are brought for the most part  
by men on snow shoes, or by dog teams,  
to this place, arriving usually the middle  
of March. Of course it is a great thing  
to get this break in the monotony of  
winter life, and a glimpse into the doings  
of the outside world.

"My own health has not been very  
good the past season, and I shall be  
compelled, I think, to return home dur-  
ing the summer, but I cannot now speak  
definitely as to that."

Rev. Mr. Butler's letter is closed by  
mention of their great need of a boat to  
carry on summer work among sailors.  
Hitherto the missionaries have hired  
one, but at too great expense. "I have  
been thinking," he says, "to ask the  
society if they could aid us in this re-  
spect."

## Belgium.

### ANTWERP.

Fewer ships have been in port since  
Rev. Mr. TREAT assumed the chaplain-

cy, than usual, but the work, he assures  
us, goes on pleasantly, "and I believe,  
successfully." He finds himself confirm-  
ed in his opinion given to the readers of  
the MAGAZINE last month, as to the value  
of a worshipping company of Christian  
believers, made up of "shore-people," in  
connection with a Sailors' Bethel, and  
says:—"A Seamen's Institute and Beth-  
el which shows to the class whom it is  
intended to benefit, as its only stable  
feature, a chaplain, or at most a chap-  
lain and a colporteur,—is weak, com-  
pared with one that exhibits side by side  
with the representatives of the distant  
societies, men and women resident in  
the port,—who are organized and active  
in the various appropriate departments  
of Christian work, and who are to be  
found at their posts from week to week,  
from month to month, and from year to  
year, according as the intervals between  
the visits of seafaring men are long or  
short. The only condition that must be  
complied with in order that time and  
strength may be wisely spent upon the  
shore-people, is that they shall enjoy the  
benefit of the Bethel services, and en-  
gage in the work naturally appertaining  
thereto, with the end intelligently and  
faithfully in view of making all that is  
done minister to the welfare of seamen.  
This condition is now, so far as I can  
see, complied with here. All that are  
associated with me, here, of the shore-  
people who enjoy the benefits of the  
Bethel, are really contributing to its  
efficiency in the direction in which it  
was designed to operate."

Acting upon these views, chaplain  
Treat has entered actively and heartily  
into Sabbath-school work, in connection  
with his Bethel. A good many new  
children have been brought into the  
school, principally those of seamen and  
officers of ships, more than doubling the  
number of two months ago.

"We are already obliged to seek more  
space," he says,—“which we can secure.”  
A Sabbath-school teacher's meeting is

established, the International Lessons have been adopted, and the children meet, weekly, to sing. The Misses GRAY care for the S. S. "Band of Hope," its weekly exercises being open to seamen as well as others.

The chaplain speaks of great satisfaction in fellowship in Christian labor with Rev. ROBERT BYRON, Rector of the English P. E. Church in Antwerp. He closes his letter, June 27th, saying:—"To-day I have had the pleasure of seeing decidedly larger congregations than on any Sunday heretofore, and as I look back I think I can see steady though not rapid progress in this direction."

### Italy.

#### NAPLES.

During the quarter ending June 30th, forty-one meetings were held in the Floating Bethel, and on shipboard, including several American and British men-of-war. Six hundred and forty visits were made to vessels, and twenty-four hundred tracts and books were given away by Mr. S. BURROWS, Harbor Missionary. The record of God's blessing upon Bethel service and work for this period, is such that our readers will greatly rejoice over it.

"In April, the veteran Evangelist, Dr. SOMERVILLE of Glasgow, held services in the theatres to large audiences. Sailors came from their ships to these meetings.

#### *Anniversary Services.*

"On the 26th the anniversary of the Bethel's being placed in the harbor was held, on board. Mr. J. COWAN of Beeslack, who presided, spoke with much sympathy of missions to seamen and gave instances which came under his notice of noble Christian character among the fisherman on the east coast of Scotland. Revs. Messrs. BARFF and JAMES GORDON GRAY addressed the meeting and the Harbor Missionary reviewed the work of the mission during the past year. A free tea was given to forty-sailors the same evening by Mrs. JOHNSTON of Bombay, and Miss BROWN of Naples; two ladies who have done much good during their visits to the harbor.

#### *A Saved Mate.*

"At this tea meeting we noticed the beginning of a change of life in the mate of an American ship who had been constantly drinking up to this time. The mate, though a liberal Romanist, became a constant attendant on the means of grace for weeks after, and he gave a generous subscription, unasked, to the mission.

#### *A Day of Power.*

"May 2nd was a glorious day of God's power in the Bethel. Several captains brought their crews in the morning.—the attendance was larger than usual. In the evening the chapel was crowded and the reading room had to be occupied. A solemn awe seemed to pervade the meeting. At the close we invited the anxious to remain. About twenty kept their seats. A colored man from the *Nevis*, of New York, prayed first, and his words were blessed. Backsliders stood up and renewed their vows to God, believing that they had received a quickening from on high. Others prayed that they might find peace with God. A young sailor asked all present to pray that he might turn to God. About ten minutes after, he believed, rejoicingly. Several dear friends for whom we had long prayed were quickened that evening and are now actively engaged in the work. For some months previous there was an apparent quietness and barrenness in the services which caused much importunity in prayer.

#### *On the Saratoga.*

"June 27th we held service on board the U. S. S. *Saratoga*. The boys were very attentive, it being a training-ship there was a large number on board. The officers showed much kindness. On the following evening I gave a lecture, illustrated by diagrams, to the lads on the *Saratoga*, which they seemed to appreciate. I learned that there were praying boys among them."

### Japan.

#### YOKOHAMA.

In a letter dated June 14th, Mr. W. T. AUSTEN, Missionary, gives full details of recent successful labor, which we are sure our friends will gladly see in print. We quote as fully as our space will admit.



'Some few days after my return from England, I re-entered upon my work for the Lord in the interest of seamen visiting this port. Looking back now at the labor for the quarter ending May 1st, I can truly say—'hitherto the Lord has helped me.' He has graciously blessed my endeavors to lead sinners to Him, who alone can save them.

#### *Two Swedish Sailors Converted.*

'In the General Hospital two Swedish seamen were led to see that God had afflicted them in mercy, leading them through bodily suffering, to realize their spiritual sickness, and to cast themselves in humble faith, on the great physician of souls. One of these men told me that before leaving Sweden, his sister had earnestly pleaded with him to give himself to Christ, and that he had answered, 'time enough yet.' Continuing to lead a sinful life, he had suddenly been brought to see his folly by a paralytic stroke, through which he has lost the use of his right side. During our conversation, and while urging him to close at once with God's offer of pardon through Christ, hot tears flowed down his cheeks. As I knelt in prayer by his bedside, he, regardless of the patients around him, accompanied me in broken petitions for mercy. At my next visit I found him rejoicing in the Lord, and his next bed-fellow, (the other Swede mentioned above), had evidently been impressed, for as I turned to him, in a moment, ere I had finished a sentence, he also broke out in open confession of sin and cries for mercy. Before long he was rejoicing in the knowledge of sin forgiven. Both of these, for some weeks after, continued to witness for Christ, and as I parted with them, on their leaving for home, expressed their earnest desire to meet me again in heaven.

#### *Good Work Among the St. Charles' Crew.*

'A good work has also been done among the crew of the American ship *St. Charles*, which ship was burned on the water's edge at Kobe. The men were lodged at the Temperance Hall, while awaiting passage for San Francisco. They attended regularly at the meetings and many of them were brought under deep conviction of sin. At one of the later meetings two of these gave their hearts to the Savior, others followed at the next meeting until *eight were happily converted*, and openly testified of Jesus' power to save. After this they came to my house on several occasions,

and we had a precious season of prayer, in which they all took part, praying for themselves, for their dear relatives in the home lands, and also earnestly for their unconverted comrades. Since they have left I have received two letters from them, testifying of their desire to hold fast; and requesting me to write them. I hope to hear from all as they find opportunity. May God bless and keep them faithfully!

#### *In Prisons Oft.*

'For the past two months I have felt led to take up the prison work, as the great majority of prisoners are seamen. I hold a weekly service on Sabbath afternoons both in the American and English consular jails. Three prisoners since the commencement of the service, have given evidence of a new birth in Christ, and on the testimony of the jailors, this evidence was borne out by their daily conduct. One of these men lies under sentence of death for murder.

#### *For the U. S. Navy.*

'I have also held a regular Sabbath morning service on the U. S. war vessel *Alert*, for the past six weeks. It has been well attended, by Captain HUNTINGTON and all the officers, and an increasing number of the crew. Several captains and their wives, belonging to American merchant vessels, and a number of merchant seamen have also attended. Captain Huntington has expressed himself as greatly pleased with the service, and has been extremely kind to me all the way through. Every Sunday morning he sends a large ship's boat, with an officer in charge, to convey my wife and self, with any friends I may choose to ask to accompany me on board, conveying us on shore again at the close of the service.

#### *Prayer for the Sailors' Cause.*

'Many prayers are continually ascending for the success of these efforts among the men of the sea, and I have strong faith, that at the great day of reckoning, many will rise up to say that here the good seed of the word found a lodgment in their hearts, for Him whose gracious promise it is, 'That His word shall not return unto Him void.'

'My visits to the Hospitals have been 29, and to ships, 89. The meetings held on ships and on shore have been 86. I have also inspected Loan Libraries, supplied and kept up a sailors' reading room and distributed a large number of

tracts of all languages with Testaments and Gospel portions."

Dating another communication June 18th, Mr. AUSTEN writes:—

"The services on the *Alert* still continue to be held, and with increased interest. Last Sabbath the captain invited my wife and self to stay to dinner, and I was pleased to hear from him that these services were having a marked effect upon the men, that there was a great change for the better in the conduct of the crew, since their commencement. Some nine or ten American ladies were present, at the invitation of the captain, one of whom, the wife of Captain BENHAM of the U. S. S. *Richmond*, told me she enjoyed the service every Sunday very much indeed, and hoped that I should be able to hold a similar service on board her husband's ship, as soon as it came to Yokohama."

Our readers will find the seamen's letter referred to by Mr. AUSTEN, (p. 247) upon page 250 of this MAGAZINE.

### New York City.

In April, May and June, Mr. DEWITT C. SLATER made 1,600 visits upon vessels of all classes, and 573 to seamen's boarding-houses. He also visited Hospitals, Asylums and Homes, and conducted 68 religious services. The officers and seamen of vessels in Atlantic Basin, in Wallabout Basin, along the water front between Hamilton and South Ferries in South Brooklyn, and on the water front (East River) in New York, between Grand St. and Stanton St., were here fully supplied with religious reading matter, as also canal boatmen, and the boatmen on barges and their families,—and all were invited to religious meetings, and to the Sabbath-Schools. His report contains the following records:—

#### *Seamen Finding Christ.*

"In one of these meetings while in counsel and prayer with a young Swedish sailor, he said, 'I have always believed in the Lord Jesus Christ. In Sweden my parents taught me to do that, but I have my doubts about my being a Christian,' I said, "because 'flesh and

blood' (the creature, your parents) hath made known these things to you, and not the Spirit, therefore you are still in your sins." I said to him,—'Who told you that you were born in Sweden?' He said, 'Why, my parents.' 'You believe your parents, then?' 'Certainly, I do.' 'Are you as certain that you were born in Sweden, as that you saw the light of the shining sun to-day!' 'No, only as my parents have told me so.' 'Then believe the word of God,—'he that believeth on the Son hath everlasting life,' and by faith simply rely upon it, and with the Spirit you have the substance of things hoped for, the evidence of things not seen.' At once he offered a short and fervent prayer of faith, and 'receiving the promise' he arose from his knees apparently a 'new creature' in Christ Jesus. I can only compare the brief struggle of this young sailor from 'death to life,' to the drowning man, who hears the voice of one who throws the rope, and with a grasp lays hold and is saved.

"At the close of one of our prayer and testimony meetings a young seaman took me by the hand and said, 'I am now a Christian. Voyage before last while steering my 'trick' at the wheel the 'change' took place. I received my first convictions here, in this place, while you were kneeling with me in prayer the night before I went on board of my vessel for sea. An impression was then made upon my mind, which remained and seemed like a voice speaking in my ear and to my heart, while at my duties at sea, especially in my quieter moments, while at the ship's wheel, or on the lookout. Then suddenly a quiet peace pervaded my whole being and a joy came into my soul, which has only been equalled (from that time to the present) by the reality and blessedness of my being a 'new creature' in Christ Jesus."

### Norfolk, Va.

Chaplain CRANE, submitting his annual report, says:—

"This is my *fifteenth* annual report. I can hardly realize that I have indeed reached this point in my chaplaincy, yet it is a solemn fact. My work among seamen in this port during the past year has gone on steadily with regular Bethel services, the attendance varying with the seasons and averaging a fair proportion of the seamen in port. Our



meetings have at times been marked with special interest and evidence of the spirit's presence. Our semi-monthly Sunday evening Temperance meetings during the first three months were very fully attended. A large number of signatures to the total abstinence pledge were obtained, and a good work done among seamen in this department of Christian effort.

"Our Bethel Sunday School has increased in attendance, and we have had some valuable additions to our corps of teachers, whose continuance, however, has not been as permanent as we hoped, but they have rendered efficient service while with us, and the succession has fortunately been such that we have not suffered from the change as seriously as might have been expected. A good addition to our Library and a supply of new singing books, &c., and our usual annual Exhibition, which passed off very successfully on January 29th, have all helped to add attraction and interest, and with the regular exercises and instructions have, I trust, made some salutary and lasting impressions upon the minds and hearts of the children.

"We have made some move in reference to our much needed change of location of the Bethel, and for more commodious accommodations and the erecting of a reading-room and general rendezvous for sailors, but the great difficulty, as yet unsurmounted, is to obtain a suitable site. When this is secured we shall direct our efforts toward raising funds for the building. Our work here will not have the needed appliances until this is accomplished.

"My regular weekly visitation of the shipping and distribution of reading matter during the year have reached about 1,500 vessels, many of them visited repeatedly, 23,000 pages of tracts, 5,000 Seamen's papers and magazines, 491 Bibles and Testaments in various languages, and 8 Loan Libraries sent to sea, of which 2 were received from vessels in good order and reshipped.

"Seamen in the Marine Hospital have been regularly visited and supplied with reading matter, and those most seriously ill have had special ministrations. I have attended the funerals of eight, of whom six were buried in the Norfolk Seamen's Friend Society's plot in Elmwood Cemetery. There have been several instances of special religious interest, and I may say hopeful conversions, among the hospital patients.

"I have also, in the absence of a na-

val chaplain, visited several U. S. vessels and supplied the crews with Bibles, Testaments, and other reading matter,—also the patients in the Naval Hospital where I officiated at three funerals. Fifty-two wrecked and destitute seamen have been aided during the year at an outlay by our local Society of \$166 25. In this charitable work we have had the co-operation, as usual, in the way of low and sometimes free transportation, of the various lines of steamers and others.

"Thus our work here continues, and has progressed encouragingly and hopefully, although somewhat restricted for want of adequate accommodation, yet with some tokens of Divine favor, and evidence that labor and means are not expended in vain."

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### Loan Libraries.

So long a service as that already belonging to No. 3,148, merits mention. It was originally placed, May 24th, 1869, on the ship *Louis Walsh* of Belfast, Me., bound for Panama, in care of Capt. A. S. White, 22 men in crew, being sent out by Master R. C. Stewart, of Easton, Pa. More than eleven years have elapsed without tidings from it, and then it reappears, and is re-shipped, June 17th, 1880, on the schooner *Charmer* of Stonington, bound for Savannah, Ga.

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### THANKFUL.

*To the American Seamen's Friend Society:—*

"The Library No. 4,370, (contributed by Matilda K. Page, Lowell, Mass.) which you were so kind as to place on the schr. *Anna A. Holton* of New York, has made eight voyages to South America, covering a period of two years. The books have been read and consulted on many occasions when at sea, and the crew have expressed themselves as not only entertained by them, but greatly benefited and profited thereby. We return the library with many thanks, every book having been carefully perused and kept in good order.

GEORGE SMITH,  
Master."

## COMPETENT TESTIMONY—PRACTICAL GRATITUDE.

The following letter from Capt. W. B. HALLETT of the bark *Norway*, dated "Atlantic Ocean, March, 1880,"—contained \$20, a contribution to the Society's work.

*To the American Seamen's Friend Society:—*

"I wish in behalf of myself and crew to thank the donors of Library No. 5,400,\* which you so kindly sent on board of this vessel just before I sailed on this voyage to E. St. London, South Africa.

"The books have been read with interest both in the fore-castle and in the cabin. I think that good has been derived from the reading of these books although none of the crew have been converted that I know of. Still I am sure that their reading must tend to lead men to the cross. I wish that there might be a library put on board of every ship so that as the sailor goes from vessel to vessel, he would be continually perusing good books, and at last be brought to the feet of the blessed Lord. I was in the fore-castle some three years myself, and as I look back I know how much good such reading would have done me. During all the time I was there we never had a library to go to. The sailor hardly ever brings any books with him, consequently his watch below is spent either in playing or in relating his doings while on shore, or telling stories (sea yarns, as we call them,) which are not very elevating. You can easily see, then, that the books which you put on board, must do some good, as they give the sailor good subjects to think and talk about. God will assuredly bless the donors of these libraries.

"We have service on board every Sunday, weather permitting. I generally read one of Mr. Moody's sermons; they are plain and to the point, and seem to interest the men. We have an organ which my wife plays. That helps us with the music, and we sing from Sankey's book. Sailors, as a general thing, are very fond of music. Most of the men come to the service. Sometimes they take offense and will not come for one Sunday, but on the whole they do very well in coming.

Truly yours,

WILLIAM B. HALLETT,

*Master."*

\* Central Falls Church, Pawtucket, R. I.

## Letters from Seamen.

Our Missionary at the Sailors' Home in this city, hands us the following, dated June 14th, 1880. It is from a sailor recently converted at the Home, and shows his grateful memory of his spiritual birth-place, of those who led him to his Savior, and of those with whom he then became connected.

*"Dear Friend and Brother:—*

\* \* \* \* \*

"I received your most welcome letter dated June 9th. Believe me it gives me great pleasure to see by it that you are all well, in body and spirit, sincerely and earnestly tating for the Lord, and that the Lord is blessing your work to the salvation of souls. My dear brother, every morning I make mention of you in my prayers to my Lord and yours. Also for the Church of Sea and Land.

"I left Greenock, Scotland, before your first letter came to hand, so that, if the Lord will, I will have the pleasure of reading it here at home.

"I am truly thankful to you for your kind admonitions for my knowledge and comfort. I have put my hand to the plough, and I cannot look back. The wickedness that is around me on every side, and the wickedness within my own heart, urges me to come out of *self*, and walk in the fear of the Lord. A few short years, at most, and we shall see Him, who was pit upon for us, and will receive of his bounty continually, throughout eternity. Blessed be His holy name for ever and ever!

"I will conclude with my love and best wishes to the dear brothers S., and M., and our dear pastor Dr. HOPPER, and all our brothers and sisters in the church. Accept the same from your brother in Jesus,— P. N."

"Dear Mr. Austen," says the sailor referred to on page 248, writing to our missionary at Yokohama, in Japan, and dating his letter at Kobe, May 9th, '80, "I hold fast in my Savior and am able to use his holy word and go to him in prayer. I have found the missionary here and have been to several of his meetings. I hope you won't forget me, but will often pray for me. I shall never forget you and the Christian friends in Yokohama. Please remember me to them. I should much like to hear from



You in Manila. Do write and send me some words to cheer me on my way. It is so hard to do good in this sinful world, but through my Savior I hope I shall succeed. My shipmates who knew you, join in sending with me our best wishes for you and Mrs. A., in health and prosperity. Although we may never meet again on this earth, I hope we shall, above, and there meet to part no more.

Yours sincerely,

N. Y."

### Best Tribute To The Sailors' Magazine.

"In my visits to seamen on board their vessels, in their boarding-houses, and in the hospitals," says Rev. RICHARD WEBB, our chaplain at Savannah, Ga., "I find no religious reading matter so acceptable or so often asked for, as the SAILORS' MAGAZINE. I frequently find it after many days, well worn by constant reading. I am sorry that the Society cannot issue twice as many copies as are now sent forth. The fifty I receive monthly are soon exhausted, after using great economy in their distribution. Seamen seem to think, 'this is our own Magazine and contains that in which we are specially interested.' A short time ago a sailor came to my prayer-meeting, and said to me,—'I am the happiest man living, I hardly know how to contain myself for joy, I have found Jesus.' I asked him how it came about. He said, 'I was sick in my bunk on board a steamship, and some one left a SAILORS' MAGAZINE with other papers and some tracts on a chest, I got up and took the Magazine, and read it. I there found that I must be born again or perish. I sought the Lord and have found him.' The seaman, who is a Scotchman, afterward came on to New York and united with the Church of Sea and Land. I have received letters from him since, in which he writes like an intelligent, mature Christian, ripe for glory, still rejoicing in his new found Savior."

### Position of the Principal Planets for August, 1880.

MERCURY is an evening star until the morning of the 5th at 3 o'clock, when it is in inferior conjunction with the Sun, during the remainder of the month is a morning star; is in conjunction with the Moon on the evening of the 5th at 7h. 21m., being 1° 46' south; is stationary among the stars in Cancer at 2 o'clock on the morning of the 14th; is at its greatest elongation at midnight of the 21st, being 18° 21' west of the Sun.

VENUS is an evening star setting on the 1st at 7h. 31m., and north of west 23° 23'; is in conjunction with the Moon on the afternoon of the 6th at 4h. 21m., being 5° 27' north.

MARS is an evening star setting on the 1st at 8h. 28m., and north of west 12° 39'; is in conjunction with the Moon on the forenoon of the 8th at 7h. 51m., being 6° 13' north.

JUPITER crosses the meridian on the morning of the 1st at 4h. 33m., being 6° 17' north of the equator; is stationary among the stars in Pisces at 9 o'clock on the forenoon of the 8th; is in conjunction with the Moon at 10m. before midnight of the 23rd, being 6° 56' south.

SATURN crosses the meridian on the morning of the 1st at 5h. 9m., being 8° 42' north of the equator; is stationary among the stars in Pisces at 2 o'clock on the morning of the 10th; is in conjunction with the Moon on the evening of the 5th at 6h. 6m., being 7° 42' south.

N. Y. University.

R. H. B.

### Marine Disasters in June, 1880.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month, was 26, of which 13 were wrecked, 2 abandoned, 2 burned, 3 foundered, and 6 are missing. The list comprises 1 steamer, 2 ships, 9 barks, 5 brigs, and 9 schooners, and their total value, exclusive of cargoes, is estimated at \$510,000.

Below is the list giving names, ports, destinations, &c. Those designated by a *w* were wrecked, *a* abandoned, *b* burned, *f* foundered, and *m* missing.

#### STEAMER.

City of New York, *b*. In New York Harbor.

#### SHIPS.

Borneo, *w*. from New Orleans for Trieste.  
Goudolier, *w*. from Rotterdam for New York.

#### BARKS

North Star, *m*. from Pensacola for Swansea.  
L. T. Stocker, *w*. from Cienfuegos for Boston.  
Scrug, *m*. from New York for Queenstown.  
Lizzie Merry, *w*. from Baltimore for St. Pierre, Martinique.  
Birdstow, *a*. from New York for Gijon.

Carrie Humphrey, *w.* from Manila.  
M. Luisa, *m.* from New York for Queenstown.  
Artillerist, *m.* from Galveston for Bremen.  
Famiglia, *m.* from New York for Granville.

## BRIGS.

S. P. Smith, *w.* from Calais, Me. for Curacao.  
Georgia, *w.* from Sagua for Del. Breakwater.  
Arthur, *w.* from Port au Prince for Boston.  
Johnny Smith, *f.* from Pillau for New York.  
Acelia Thurlow, *w.* from Baltimore for Aspinwall.

## SCHOONERS.

W. H. Phinney, *a.* from Philadelphia for Portsmouth.  
W. R. Page, *w.* (Fisherman,) of Eastport, Me.  
Joseph, *w.* from San Francisco for Navarro River.  
Mary E. Donavan, *m.* (Fisherman,) of San Francisco.  
S. A. Hoffman, *f.* from Rockport, Me. for Camden, N. J.  
Bob, *b.* (At Ipswich, Mass.)  
Illinois, *w.* from New York for Fall River.  
Saratoga, *f.* for Boston.  
Jane, *w.* from St. John, N. B. for New York.

Of the above, 1 steamer, 1 ship, 3 barks, 3 brigs, and 9 schooners were owned wholly in the United States, and their total value is estimated at \$342,000.

The Bureau Veritas publishes the following statistics of vessels of all nationalities reported lost during the month of

MAY, 1880.

*Sailing Vessels*:—36 English, 16 American, 10 German, 6 French, 6 Norwegian, 3 Austrian, 3 Dutch, 3 Italian, 2 Danish, 1 Rep. Argentine, 1 Chilean, 1 Spanish, 1 Portuguese, 1 Swedish; total: 90. In this number are included 7 vessels reported missing.

*Steamers*:—2 English, 1 Norwegian; total: 3.

## Receipts for June, 1880.

## NEW HAMPSHIRE.

Fitzwilliam, Cong. church.....\$ 10 70  
Gilesum, Cong. church.....4 60  
Rochester, Cong. church, for library.. 20 00

## VERMONT.

Bennington Centre.....16 00

## MASSACHUSETTS.

Amherst, Second Cong church.....9 83  
Boston, Mt. Vernon ch., E. K. A., for library.....20 00  
Capt. Hemmingway and crew, bark *Antuck*.....23 00  
Capt. Watts, schr. *Joseph Southern*, for library.....10 00  
Danvers Maple St. ch. S. S.....15 00  
Dorchester, H. R. Sharp.....5 00  
East Medway, Cong. ch.....9 00  
Easton, Cong. church.....3 60  
East Somerville, Cong. church, toward library.....10 00  
Fitchburg Louisa A. Lowe, for lib'y.. 20 00  
Groton, Cong. ch., of wh. bal. to const. Rev. B. A. Robie and G. S. Gates, L. M.'s, and \$20 from S. S., for lib'y 65 25  
Dr. M. Spaulding, to refit library... 6 25  
Hopkinton, Cong. church.....29 21  
Leominster, Misses Pierce and Porter's S. S. class, for library.....10 00  
Newton Centre, 1st church.....24 39  
North Amherst, Cong. ch., of wh. to const. John Q. A. Wiley, L. M.....45 00  
North Brookfield, Cong. church.....36 38

Randolph, Miss A. W. Turner.....25 00  
South Deerfield, Cong. ch., for library. 22 43  
South Hadley Falls, Cong. church.....15 00  
Springfield, Memorial church.....13 19  
Westhampton, Cong. church.....7 00  
Worcester, Piedmont church.....42 07

## CONNECTICUT.

Bethel, young Ladies' Mission Circle, Mary H. Ryle, Sec'y, for library... 20 00  
Clinton, Cong. church and Society... 15 18  
Ellington, S. S. Cong church, for lib'y. 20 00  
Fairfield, Elizabeth Trubee, deceased, to const. Herbert Knapp, L. M.... 30 09  
Greenwich, Miss A. L. Mead.....5 00  
Groton Cong. S. S., Mrs. C. B. Whitman, Treasurer.....9 47  
New London, First church of Christ, offering for three months.....18 66  
Norwich Town, estate of Anna Mabrey, per O. P. Wattles, ex.....100 00  
Sherman, Cong. church and Society.. 9 65  
Whitneyville, Cong. church.....23 81

## NEW YORK.

Albany, Mrs. William Wendell, \$10, for general work; \$20 for library, in memory of her father, E. H. Roberts.....30 00  
Brooklyn, Ref. ch., on the Heights... 103 22  
First Pres. church.....75 41  
Middle Ref. church.....49 22  
Mrs. Mary G. Brinckerhoff.....2 00  
Lansingburgh, First Pres. church, of wh. Mrs. S. A. Lemon, \$20, for lib'y, in memory of her mother, Mrs. Anne Lansing.....46 94  
Mount Morris, 1st Pres. church.....8 65  
New York City, Sawyer, Wallace & Co. 100 00  
Miss Lenox.....100 00  
Mr. Jno. W. Hamersley, for lib'y.... 100 00  
C. N. Bliss.....20 00  
R. M. Olyphant.....20 00  
A. R. Eno.....10 00  
Cash.....10 00  
Francis Baker.....10 00  
Joseph S. Holt.....10 00  
Mrs. A. D. Wilson.....10 00  
R. C. Root.....5 00  
E. N. Taiter.....5 00  
G. N. T.....5 00  
S. T. Richards.....5 00  
M. C. D. Borden.....5 00  
Wm. W. Finley, for library work.... 2 00  
Oyster Bay, Pres. church, of wh. from Gerard Beekman, \$25 for lib'y.... 36 54  
Rochester, twenty L. M.'s American Tract Society, their annuities in books, for a library, through Rev. David Dickey.....20 00  
Saratoga, Dr. S. S. Strong.....5 00  
Schenectady, 1st Pres. church.....6 75

## NEW JERSEY.

Franklin Park, Ref. ch., to const. Rev. Wm. R. Taylor, L. M.....30 00  
Morristown, Children's Missionary Society, of 1st Pres. church.....40 00  
Newark, 3rd Pres. ch., of wh. \$30, to const. Master A. Alling Reeves, L. M.; \$20 for lib'y, in name of Miss Grace Russell Reeves, and \$20 from Miss A. Adelaide Brown, for lib'y. 116 08  
2nd. Pres. church.....8 00  
A friend.....4 00  
A. P. G.....2 50  
Orange, 1st Pres. church.....55 00

## IOWA.

West Mitchell, McR. Wallingford, for library.....20 00

\$1,845 58






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Cast thy bread upon the waters: for thou shalt find it after many days.—Ecc. II: 1.

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## An Atlantic Voyage Without Money.

BY REV. E. PAYSON HAMMOND.

I am sure you will like to hear a nice story of how a little boy crossed the Atlantic Ocean, with us, without any money to buy a ticket.

His father had died from a sun-stroke. His mother then gathered the little money she had, and resolved to go home to her friends in Scotland whom she had left. But she had not money enough to buy tickets for all the children. Sandy, about twelve years of age, had to be left behind. He loved his mother very much, but he could not go home to Scotland without a ticket.

He shed many tears when he bade his mother good-by as she sailed out of New York harbor. After she was gone he felt very lonely. No one in that great city of New York knew him or cared for him. He felt he could not stay there any longer, and he determined in some way to cross the ocean to see his dear mother once more. So one day he went down to the harbor and found the ship *Hibernia*, just ready to sail for Scotland. He contrived to steal his way into the ship when no one saw him, and down he went into the ship, and hid himself among the cargo. But just as

the ship was ready to sail, one of the men found him and gave him over to the officer, who, when he discovered that he had no ticket, and was trying to steal a passage, began to scold at him and beat him. Then he took him by the coat collar and dragged him along the deck in order to put him off the vessel. The poor child cried very bitterly. I heard him say in a pitiful manner: "O, do let me go home to Scotland!"

"But," said the officer, "you have no ticket: away with you: you cannot go without paying for your passage." As he said this he pushed the little fellow along toward the gangway in a very rough manner, as if he took pleasure in tormenting him.

Many of the passengers gathered around, feeling very sorry for the little boy who was so desirous to see his mother. At last a gentleman said to the officer, "Let the boy go, and I will see that his passage is paid for."

"Very well, then," said the officer, and he at once gave the boy his liberty.

I wish, my dear little friend, that you could have seen how happy the little fellow was then. He danced about the

deck for joy. He believed what the gentleman said, and that gave him joy. He did not see him pay for the ticket, but it was all the same, for he knew he would; and he saw that the officer trusted his word. All the way across the broad ocean that little boy was very happy. Though sometimes the wind blew, and the great waves dashed over the ship, Sandy never seemed the least troubled.

The thought of soon seeing his dear mother cheered his heart and made the voyage appear short and pleasant; and when, at last, he stood upon the shores of Scotland, his face beamed with delight. He could not express his gratitude to the kind gentleman who saved him from being thrust off the ship and left in New York.

What would you have thought of this boy if he had not once thanked this kind friend for giving him his passage across the ocean?

But you, my dear little child, owe far more to Jesus than that boy did to his kind friend. It did not cost him much to assist this poor boy, but it cost Jesus his life to buy you a ticket for heaven.

I hope you, my dear little friend, are one of the many children who have been taught by God's Holy Spirit to trust in this dear Savior. If so, then he has given you a ticket all the way to heaven. As that boy believed the gentleman, so you must believe Jesus and trust in him at all times. No matter what the storms may be, if you will cling to him, the only "Ark of safety," just as that boy sailed safely in that ship, so you will outlive the storms, and at last reach the haven of eternal rest.

Suppose that while on that voyage that kind gentleman had said to that boy: "I have secured a passage for you to Scotland.—I want you to show your gratitude by coming to me each morning so that I may be sure that you do not forget me."

Do you think that boy would have neglected for a single morning to pay him a visit? O, no, I am sure he would not. How glad, too, the little fellow would have been to do any thing in his power for him.

So Jesus wants you to come to Him every day, and to thank Him for His great love to you. And when you go to Him, do not forget to say to Him, as Paul did,—“Lord, what wilt Thou have me to do?” He will give you little tasks every day; and so each day you will grow stronger, and thus be able to do more for Him who has done so much for us.

You must find some time daily to read God's Holy Word. It is the letter God has given to us to tell us how we may work for Him and thus be happy and useful. If you truly love the Savior you will be careful to seek to please Him always. If little Sandy had said to that kind friend, “I love you very much; you have been so kind to me in helping me to get home to my dear mother,” and yet had refused to do any little thing for him which he might ask, would he have believed Sandy? He would have said, “Sandy has forgotten about my kindness; he is an ungrateful boy.” So Jesus says, “If a man love Me he will keep My words.” Now, my dear child, I want you to be a working Christian. You should speak to your little friends about Jesus, and tell them of how He suffered on the cross that they might be saved. Pray for them. Read the nineteenth chapter of John to them, and do not rest till they come to the dear Jesus, and trust in Him, and know that they are saved; and in heaven they will come and thank you for having led them to the Savior.

### The Pet Lamb.

Far away in India a bad man once wanted a fine sheep which belonged to another person. He went before the



judge, and got other bad men to help him say that the sheep was his. The true owner came too, and brought the sheep, and his friends came with him and told the judge that they knew the sheep belonged to him. How could the judge decide? He did not know the men, and how could he tell which were liars?

But he did know how the sheep are taught in those Eastern countries, so he said,—“Let the two men go into those two rooms—one on the right side, the other on the left side—and let the one on the left call the sheep.” But the poor sheep did not “know the voice of a stranger,” and did not stir. The true owner heard the sound, and did not wait to be told what the judge meant. He gave a kind of “chuck,” and the sheep bounded away to him at once. “The sheep knows his voice,” said the judge. “Let him take it away, for it is his.”

If we are the lambs of the good Shepherd, Jesus Christ, we shall know His kind call and obey it.

### Jamie, the Gentleman.

BY MABEL C. DOWD.

There's a dear little ten-year-old down the street,  
With eyes so merry and smile so sweet  
I love to stay with him whenever we meet;  
And I call him Jamie, the gentleman.

His home is of poverty, gloomy and bare,  
His mother is old with want and care—  
There's little to eat and little to wear,  
In the home of Jamie, the gentleman.

He never complains—though his clothes be old,  
No dismal whinnings at hunger or cold;  
For a cheerful heart that is better than gold  
Has brave little Jamie, the gentleman.

His standing at school is always ten—  
“For diligent boys make wise, great men,  
And I'm bound to be famous some day, and then”—

Proudly says Jamie, the gentleman,

“My mother shall rest her on cushions of down,  
The finest lady in all the town,  
And wear a velvet and satin gown”—  
Thus dreams Jamie, the gentleman.

“Trust ever in God,” and “Be brave and true”—  
Jamie has chosen these precepts two;  
Glorious mottoes for me and for you;  
May God bless Jamie, the gentleman!  
*Wide Awake.*

### Missionary Pennies.

Children should be taught to give money for the cause of Jesus Christ. We are all creatures of habit; and in this particular the earlier the habits are fastened the better it will be.

Those who are familiar with Pilgrim's Progress will recall that, when the little company under the lead of Greatheart were entertained at the house of Gaius there was a good deal of innocent hilarity at the dinner-table. The travelers were tired and their appetites were keen. And so much comfort and so much rest coming at once put them in the best of spirits. After a few old-fashioned jokes and sage attempts at pleasantries, pious Mr. Honest gravely announced his intention of propounding a riddle. He gave it thus:—

“A man there was, though some did count him mad,  
The more he cast away the more he had.”

Their most respected host understood instantly that the puzzle was aimed at him, and that everybody lingered anxiously for an *impromptu* reply. He paused awhile, however; but whether to guess the answer, or frame the couplet into which he wished to put it at his best, we are not informed. It is not every man in this world, even among those who keep hotels, that can make poetry to order. But Gaius finally offered this solution in comfortable rhyme;—  
“He who bestows his goods upon the poor,  
Shall have as much again, and ten times more.”

At this juncture one of Christiana's boys impulsively broke in:—“I dare say, sir, I did not think you could have found it out.” The genial old gentleman answered:—“I have been *trained up in this way a great while*; nothing teaches like experience; I have learned of my Lord to be kind, and have ever found that I gained thereby.” Then he added:—  
“There is that scattereth, yet increaseth; and there is that withholdeth more than is meet, but tendeth to poverty. There is that maketh himself rich, yet it hath nothing; there is that maketh himself poor, yet hath great riches.”—*Rev. C. S. Robinson.*

## Loan Library Reports.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1st, 1880, was 6,799; and the reshipments of the same for the same period were 6,733. The number of volumes in these libraries was 376,472, and they were accessible to 266,466 men.—Nine hundred and thirteen libraries, with 32,868 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 104,058 men.—One hundred libraries were placed in one hundred Stations of the United States Life Saving Service, containing 3,600 volumes, accessible to nine hundred Keepers and surfmen.

During June, 1880, seventy-nine loan libraries,—thirty-four new, and forty-five refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,981 to 7,003, inclusive, at New York; and Nos. 5,442, 5,444, 5,445, 5,446, 5,448, 5,449, 5,450, 5,451, 5,452, 5,454, and 5,455, at Boston.

The forty-five libraries re-shipped were:—

No. 2,926,	No. 3,445,	No. 4,524,	No. 4,883,	No. 5,172,	No. 5,696,	No. 6,136,	No. 6,433,	No. 6,630,
" 3,001,	" 3,522,	" 4,532,	" 4,985,	" 5,251,	" 5,772,	" 6,189,	" 6,434,	" 6,663,
" 3,148,	" 3,840,	" 4,782,	" 5,075,	" 5,433,	" 5,797,	" 6,358,	" 6,468,	" 6,675,
" 3,295,	" 4,086,	" 4,814,	" 5,139,	" 5,566,	" 5,878,	" 6,430,	" 6,485,	" 6,695,
" 3,399,	" 4,311,	" 4,835,	" 5,168,	" 5,572,	" 6,008,	" 6,432,	" 6,601,	" 6,789.

## Children's Love For Home.

A little brother and sister were talking about their home and their love for it. "I wouldn't swap my home for any other in the world," said the sister. "O! I don't feel so," was the boy's response. "I think that Willy A——'s home is as pretty as ours. It's bigger; and it's got more things in it. I think I'd like to swap ours for that." "But would you like to give up your father and mother for his?" asked his sister. "And would you rather have his sisters than yours?" "No, I wouldn't want that," said the boy. "Well, to swap home means that," said the sensible sister; "for a home itself isn't a home. A home is your father and mother and brothers and sisters, and every thing you have in the house." Wasn't that well said? Isn't there a truth in those words which is hid from many of the wise and prudent and revealed unto babes? A well-furnished house is not a home. A home is the life and the love which the family in the house represents. Who would swap his home for a rich neighbor's?—*S. S. Times.*

## The Blind Boy.

A little blind boy was once asked if he loved Jesus. His tiny frame shook with emotion as, turning his sightless eyes towards heaven, he said:—"Ye dinna ken how I love Him, or ye'd never ask! They ha'e na made the right word yet to tell o' half my love; but I'm just waitin'—waitin' till I ha'e the 'new song' put into my mouth, an' then I'll gang awa' and tell it to Himsel'." The same little boy was one day at the house of a friend, and a little girl with whom he was playing said very pitifully to him, "I am so sorry you cannot see me!" "Hoot," said the boy, "it's nae loss. I see a better—Jesus, the 'altogether lovely,' an' ye canna beat that."

## American Seamen's Friend Society.

R. P. BUCK, *President.*  
 Rev. S. H. HALL, D. D., *Cor. Sec. & Treas.*  
 L. P. HUBBARD, *Financial Agent.*  
 80 Wall Street, New York.

*District Secretary:—*  
 Rev. S. W. HANES, Cong'l House, Boston.



## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

## FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he at the same time declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congressional House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

## SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

## SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts....	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 422 South Front St....	Penn. " " "	C. F. Bowman.
WILMINGTON, cor. Front & Dock Sts...	Wilm. Sea. Friend Society.	Capt. J. F. Gilbert.
CHARLESTON, S. C.....	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Frnd Society....	Geo. Ernst Findelsen.
SAN FRANCISCO, Cal.....	Honolulu " " "	David Swannack.
HONOLULU, S. I.....		E. Dunscombe.

## INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rhode
4 Catharine Lane, (Colored).....	do. ....	G. F. Thompson.
BOSTON, N. Square, Mariners House...	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St....	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....		Miss Ellen Brown.
GALVESTON, Texas, cor. Strand & 26 St.		

## MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison...	New York Port Society....	Rev. E. D. Murphy.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	Robert J. Walker.
No. 365 West Street, N. R.....	" " " "	T. A. Hyland.
Open air Service, Coenties Slip.....	" " " "	Isaac Maguire.
Oliver, cor. Henry Street.....	Baptist.....	J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society...	E. O. Bates.
" Navy Yard.....	" " " "	T. D. Williams.
BUFFALO.....	" " " "	P. G. Cook.
ALBANY, Montgomery Street.....	Methodist.....	
BOSTON, cor. Salem & N. Bennet Sts..	Boston Sea. Friend Society.	S. H. Hayes.
North Square.....	Boston Port Society.....	Cyrus L. Eastman.
Cor. Commercial and Lewis Sts...	Baptist Bethel Society....	H. A. Cooke.
Parmenter Street.....	Episcopal.....	J. P. Pierce.
PORTLAND, ME., Fort St. n. Custom H.	Portland Sea. Frnd Soc'y..	F. Southworth.
PROVIDENCE, R. I., 52 Wickenden St..	Prov. Sea. Friend Society..	J. W. Thomas.
NEW BEDFORD.....	New Bedford Port Society.	J. D. Butler.
PHILADELPHIA, c. Front & Union Sts..	Presbyterian.....	
Cor. Moyamensing and Washing-	Methodist.....	William Major.
ton Avenues.....		W. B. Erben.
Catharine Street.....	Episcopal.....	P. Frayne.
Front Street, above Navy Yard...	Baptist.....	E. N. Harris.
Port Missionary, 1420 Chestnut St.	Seamen's Un. Bethel Soc'y.	Chas. McElfresh.
BALTIMORE, cor. Alice & Anna Sts....	Baltimore S. B.....	R. R. Murphy.
Cor. Light and Lee Streets.....	American & Norfolk Sea. }	E. N. Crane.
NORFOLK.....	Friend Societies }	James W. Craig.
WILMINGTON, N. C.....	Wilmington Port Society...	Wm. B. Yates.
CHARLESTON, Church, n. Water St....	Amer. Sea. Friend Soc'y...	Richard Webb.
SAVANNAH.....		
MOBILE, Church Street, near Water...		
NEW ORLEANS.....	Amer. Sea. Friend Soc'y...	L. H. Pease.
SAN FRANCISCO, Cal.....	Chaplain Sailors' Home...	J. Rowell.
PORTLAND, Oregon.....	Amer. Sea. Friend Soc'y...	E. A. Sedgwick.
		R. S. Stubbs.



# AMERICAN SEAMEN'S FRIEND SOCIETY,

80' Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*

CAPT. NATH'L BRIGGS, *Vice President.*

Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

L. P. HUBBARD, *Financial Agent.*

**OBJECTS.** 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to **SAVE THEIR SOULS.** 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

**MEANS OF ACCOMPLISHMENT.** 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the **SAILORS' MAGAZINE** and **SEAMEN'S FRIEND**, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the **SEAMEN'S FRIEND**, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the **LIFE BOAT** for the use of Sabbath-schools.

3.—**LOAN LIBRARIES**, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries, among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of new libraries sent out by the Society, to April 1st, 1880, is 6,799, containing 376,472 volumes. Calculating 6,733 re-shipments, they have been accessible to more than 266,466 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of **SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS**, the distribution of **BIBLES, TRACTS, &c.**

The **SAILORS' HOME**, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

**NOTE.**—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The **SAILORS' MAGAZINE** is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.